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Aer-MA-610/267

17 JUL 1957

SIXTH ENDORSEMENT on VMF-311 AAR ser 4-56 concerning F9F-5 BUNC 125996
accident occurring 6 Dec 1956, pilot DAY

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations
Via: Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

1. Forwarded in accordance with paragraph 4. of Chief of Naval Operations
letter OP-574/agf, serial 145157, of 13 May 1957.

(b) (6)

By direction

1

FF4-1/A25

Serial:

80/1104

23 JAN 1957

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OPNAVINST 3750.6B

FIFTH ENDORSEMENT on VMF-311 AAR ser 4-56 concerning F9F-5 BUNO 125996
accident occurring 6 December 1956, pilot DAY

From: Commander Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: (1) Chief, Bureau of Aeronautics (Aer-512)
(2) Director, U. S. Naval Aviation Safety Center

Subj: VMF-311 AAR ser 4-56

1. Forwarded, concurring in the conclusions and recommendations of the
Aircraft Accident Board, and in the remarks contained in subsequent endorse-
ments.

(b) (6)

By direction

Copy to:
NAVAVSAPCEN (2)(Airmail)
CMC (Code AAP)
CINCPACFLT
CG, AIRFMFPAC
CG, 3rd MAW
CO, MAG-33
CO, VMF-311

2

ORIGINAL

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PART VII
OPNAVINST 3750.6B

FF13-5

111:jre

A25-1

2 JAN 1957

FOURTH ENDORSEMENT on VMF-311 AAR ser 4-56 concerning F9F-5, 125996
accident occurring 6 December 1956, pilot DAY

From: Commanding General, Aircraft, Fleet Marine Force, Pacific
To: Chief of Naval Operations (Op-57)
Via: (1) Commander Air Force, Pacific Fleet
(2) Director, U. S. Naval Aviation Safety Center

1. Forwarded concurring with the report and the endorsements.

2. (b) (5)

(b) (5)

Clayton C. Jerome
CLAYTON C. JEROME

Copy to:
USNavAvnSafCen (2)
BuAer (Aer-512)
CMC (AAP)
CinCPacFlt
ComAirPac
CG 1st MarDiv
BAR Bethpage, L. I.
CG, 3rd MAW
CO, MAG-33
CO, VMF-311

3

ORIGINAL

SPECIAL HANDLING REQUIRED
in accordance with Part VII
of OPNAV INST 3750.6B

31:JLN:rec

DEC 26 1956

THIRD ENDORSEMENT on VIF-311 AAR ser 4-56 concerning F9F-5
BuNo 123996, accident occurring 6 December 1956, pilot DAY

From: Commanding General, 3d Marine Aircraft Wing
To: Chief of Naval Operations (Op-57)
Via: (1) Commanding General, Aircraft, Fleet Marine Force,
Pacific
(2) Commander, Air Force, Pacific Fleet
(3) Director, U. S. Naval Aviation Safety Center

Subj: Major Aircraft Accident Report, case of First Lieut-
enant David L. DAY (b) (6) USMC

1. Forwarded concurring in the opinions, conclusions and
recommendations of the Aircraft Accident Board report and
endorsements.

Michael Sampas
MICHAEL SAMPAS
Acting

Copies to:
BuAer (Ser-512)
CMC(AAP)
CinCPacFlt
ComAirPac
CG 1stMarDiv
USNavSafCen (2)
BAR Bethpage, L.I.
CG MAC-33
CG VIF-311

4

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
PART VII OF NAVINST 3750.6B

FF14/MAG-33
S-3:WRM:gr

21 DEC 1956

SECOND ENDORSEMENT on VAF-311 AAR ser 4-56 concerning F9F-5 BuNo 125996,
accident occurring 6 December 1956, Pilot DAY

From: Commanding Officer, Marine Aircraft Group 33
To: Chief of Naval Operations (OI-57)
Via: (1) Commanding General, 3d Marine Aircraft Wing
(2) Commanding General, Aircraft, Fleet Marine Force, Pacific
(3) Commander Air Force, Pacific Fleet
(4) Director, U. S. Naval Aviation Safety Center, Norfolk 11, Va.

Subj: Major Aircraft Accident Report, case of First Lieutenant David L.
DAY (b) (6) USMC

1. Forwarded, Concurring with the conclusions and recommendations of
the Aircraft Accident Board and the endorsement thereto subject to the
following comments.

(b) (5)

Mc Carl
M. E. CARL

Copy to:
BuAer (Aer-512)
CMC (MAF)
CinCpacFlt
ComAirTac

CG, 1stMarDiv
USNavAvnSafCen (2) Air Mail
BAR, Bethpage, L. I., N.Y.
CO, VAF-311

5

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OPNAVINST 3750.6B

FF14/VMF-311

S-3:HLL:dlh

A25

15 December 1956

FIRST ENDORSEMENT on VMF-311 AAR ser 4-56 concerning F9F-5 BuNo 125996;
accident occurring 6 December 1956, pilot DAY

From: Commanding Officer, Marine Fighter Squadron 311
To: Chief of Naval Operations (OP-57)
Via: (1) Commanding Officer, Marine Aircraft Group 33
(2) Commanding General, 3d Marine Aircraft Wing
(3) Commanding General, Aircraft, Fleet Marine Force, Pacific
(4) Commander Air Force, Pacific Fleet
(5) Director, U. S. Naval Aviation Safety Center, Norfolk 11, Va.

Subj: Major Aircraft Accident Report, case of First Lieutenant David L.
DAY (b) (6) USMC

1. Forwarded concurring with the conclusions and recommendation of the
Aircraft Accident Board.

(b) (5)



H. L. Lantz
H. L. LANTZ

6

Copy to:
BuAer (Aer-512)
CNC (AAP)
CinCPacFlt
ComAirPac

CG, 1stMarDiv
USNavAvnSafCen (2)(airmail)
BAR, Behtpage, L. I., N. Y.

PART I - GENERAL

1. AIRCRAFT ACCIDENT BOARD CONVENED BY Marine Fighter Squadron 311		2. DATE OF ACCIDENT 6 December 56		3. AAR SERIAL NO. 4-56	
4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)		5. ENCLOSURES: (1) thru (9) Witness' Statements (10) Extract - Camp Pendleton Map (11) Deceleration Path-Crash Sketch (12) thru (17) Photographs (18) Medical Officers Report (W/Original Only)			
6. VIA: (1) CO, Marine Aircraft Group 33 (2) CG, 3d Marine Aircraft Wing (3) CG, Aircraft, Fleet Marine Force, Pacific (4) Commander Air Force, Pacific Fleet (5) (6) (LAST) DIRECTOR, U. S. NAV. AV. SAFETY CENTER					
7. REPORTING CUSTODIAN (if different than item number 1) -----		8. ACTIVITY OPERATING AIRCRAFT (if different than item 7) -----			
9. KIND OF FLT. 1A7	10. TIME OF DAY <input type="checkbox"/> DAWN <input checked="" type="checkbox"/> DAY <input type="checkbox"/> DUSK <input type="checkbox"/> NIGHT	11. LOCATION OF ACCIDENT 117° 26' 8" W 33° 22' 25" N		12. ELEV. ABOVE SEA LEVEL 800	
13. PLACE OF LAST TAKE-OFF MCAAS, Mojave, California		14. CLEARED FROM MCAAS, Mojave TO MCAAS, Mojave			
15. TYPE CLEARANCE: <input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR <input checked="" type="checkbox"/> LOCAL <input checked="" type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input type="checkbox"/> DIRECT <input type="checkbox"/> OTHER, Specify					
16. TIME IN FLT. 0 - 52	17. TYPE ACCIDENT E-2 (Collision with ground)	18. PHASE OF FLIGHT 5 (Flight)			
19. MODEL P-5E-5	20. SERIAL NO. 125996	21. DAMAGE TO AIRCRAFT <input checked="" type="checkbox"/> A. <input type="checkbox"/> B. <input type="checkbox"/> C. <input type="checkbox"/> D.	22. DOL. COST \$219,000	23. AIRS. ENG. (Cts) 300	24. A/C WT. 14,697 lbs.
25. LIST MODEL, SER. NOS. REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (complete as of 31 Dec 56 OPNAV Form 3750-1 for each A/C) None					

1. NAME (last, first and middle initial) DAY, David L.	2. NAME (last, first and middle initial) DAY, David L.	3. GRADE 1st Lt	4. FILE NO. (b) (6)	5. DESIG. NATOR	6. DATE DESIG. 13 Jun 1956	7. DATE OF BIRTH 11 Aug 36	8. AGE 26
9. OPERATIONAL FLT. TRAINER AVAILABLE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO USED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		10. UNIT TO WHICH ATTACHED Marine Fighter Squadron 311		11. TYPE INSTRUMENT CARD <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL <input type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL			
12. PILOT CO-PILOT PILOT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO CO-PILOT <input type="checkbox"/> YES <input type="checkbox"/> NO							
TOTAL PILOT HOURS		TOTAL PILOT HOURS					
ALL MODELS 475.4		CV LANDINGS DAY/NIGHT 13/0					
ALL MODELS IN LAST 12 MOS. 306.9		FCLP LANDINGS DAY/NIGHT 235/0					
ALL MODELS IN LAST 3 MOS. 87.2		INSTRUMENT HOURS, LAST 3 MONTHS 3.8					
ALL SERIES THIS MODEL 190.1		NIGHT HOURS, LAST 3 MOS. 5.3					
ALL SERIES THIS MODEL, LAST 12 MONTHS 190.1		(not accidents only) TOTAL JET PILOT HOURS 226.1					
ALL SERIES THIS MODEL, LAST 3 MONTHS 87.2		DATE LAST FLIGHT, ALL SERIES THIS MODEL 5 Dec 56					
NAME (last, first and middle initial) DAY, David L.		GRADE 1st Lt		FILE NO. (b) (6)		DATE OF BIRTH 11 Aug 36	
NAME (last, first and middle initial) PARKER, George R.		GRADE Cpl		FILE NO. 1448740		DATE OF BIRTH 2/1 1st MARDIV	
NAME (last, first and middle initial) BOBERT, Raymond J.		GRADE Pvt		FILE NO. 56 5417		DATE OF BIRTH 2/1 1st MARDIV	

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

1. CEILING 2. VISIBILITY 3. WIND DIRECTION AND VELOCITY 4. TEMPERATURE 5. OUTSIDE RUNWAY AIR 6. DEW POINT 7. ALTITUDE SETTINGS

3200 15/ Not applicable

7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, state of sea, etc., if pertinent to accident)

Not applicable

ITEM

PIS

ITEM

(b) (5)

FOR ACCIDENTS ABOARD DEPLOYED CARRIERS (Complete following Section on Pilot)

1. DATE DEPLOYED 2. DAY-HOURS/LANDINGS LOGGED SINCE DEPLOYED 3. DAY-HOURS/LANDINGS LOGGED LAST 30 DAYS

4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT 5. NIGHT-HOURS/LANDINGS LOGGED SINCE DEPLOYED 6. NIGHT-HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE MATERIAL AND FACILITIES DATA

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
---------------------	--------------	---------------------	------------------------	---------------------------------	------------------------------	---------------------------	------------------------------	------------------------------

ENGINE MODEL	SERIAL NO. OF ENGINE
--------------	----------------------

NO. 1	NO. 2	NO. 3	NO. 4
-------	-------	-------	-------

a. DID FIRE OCCUR: ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

c. CHECK IF APPLICABLE ☐ AMP FOR SERIAL d. HAS OIR BEEN REQUESTED? ☐ YES ☒ NO e. FAILED COMPONENTS INVOLVED

CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

a. ☐ AIRCRAFT DESIGN d. ☐ UNDETERMINED g. ☐ SURFACE FACILITIES

b. ☐ AIRCRAFT EQUIPMENT e. ☐ TECHNICAL INSTRUCTION h. ☐ HUMAN ENGINEERING (e.g. cockpit configurations)

c. ☐ MAINTENANCE f. ☐ OTHER, Specify

A. ALTITUDE AT MALFUNCTION B. AIR SPEED (kts) C. OPERATING TEMPERATURE D. WEIGHT OF AIRCRAFT E. C.G. (MAC) F. KIND OF FUEL G. FUEL PRESSURE

H. EVIDENCE OF FUEL CONTAMINATION I. CAUSE OF ENGINE FAILURE OR FLAMEOUT

J. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhauled) K. EXTERNAL STORES ABOARD A/C

(If additional space is necessary, attach additional sheets)

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

SECTION B - FACILITIES DATA
CHECK MARKS IN THE ANALYSIS SECTION
EFFECT ON ACCIDENT IN THE ANALYSIS SECTION

- | | | |
|---|--|--|
| a. <input type="checkbox"/> CLEARANCE AUTHORITY | h. <input type="checkbox"/> RUNWAY | o. <input type="checkbox"/> EMERGENCY ARRESTING GEAR (Runway) |
| b. <input type="checkbox"/> FLIGHT PLANNING INFORMATION SOURCE | i. <input type="checkbox"/> WATER LANDING AREA | p. <input type="checkbox"/> AIRCRAFT SERVICING, HANDLING & DIRECTING (Field or Ship) |
| c. <input type="checkbox"/> LANDING AIDS (GCA, CCA, ILS, etc.) | j. <input type="checkbox"/> APPROACH ZONE | q. <input type="checkbox"/> CRASH AND RESCUE |
| d. <input type="checkbox"/> TRAFFIC CONTROL TOWER (Field or Ship) | k. <input type="checkbox"/> END ZONE | r. <input type="checkbox"/> SEARCH AND RESCUE |
| e. <input type="checkbox"/> APPROACH AND ENROUTE AIDS TO NAVIGATION | l. <input type="checkbox"/> SHOULDERS | s. <input type="checkbox"/> CATAPULT |
| f. <input type="checkbox"/> RUNWAY WATCH | m. <input type="checkbox"/> TAXIWAY | t. <input type="checkbox"/> ARRESTING GEAR (Carrier) |
| g. <input type="checkbox"/> LANDING SIGNAL OFFICER | n. <input type="checkbox"/> PARKING AREA | u. <input type="checkbox"/> BARRIER OR BARRICADE (Field or Ship) |
| w. <input type="checkbox"/> OTHER, Specify _____ | | v. <input type="checkbox"/> FLIGHT DECK |

a. EQUIPMENT INVOLVED: <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		b. PRESSURE SETTINGS	c. WIND OVER DECK	d. RELATIVE HEADWIND	e. APPROACH SPEED (SPN-12 READING)
f. MARK NUMBER	g. MODEL NO.	h. LOCATION ON SHIP	i. LAUNCHING BRIDLE AND CONFIGURATION USED		
j. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED					

THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ITEM	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS		ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
			CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT RUNOUT (WT. LBS.)		
DECK PENDANT						
DECK PENDANT						
BARRIER						
BARRIER						
BARRICADE						

PART III - REMARKS (continue on separate pages if necessary)

ITEM	REMARKS

9

PART IV - SIGNATURES (INDICATE DATE SUBMITTED TO C. O.) 14 DEC 1956

A. T. MORET JR., LtCol, USMC, ExecO
(signature)
UNIT BILLET

(b) (6)

USMC, A/C MaintO
UNIT BILLET

USMC, Safety Officer
UNIT BILLET

PART V - The Accident.

a. On 6 December 1956 Lt David L. DAY was properly scheduled for a close air support flight in the Camp Pendleton area. Prior to the briefing the scheduled flight leader was cancelled and the alternate flight leader conducted the briefing and led the flight. The flight was routine from MCAAS Mojave until arriving in the Camp Pendleton area. Upon reporting in to the Tactical Air Control Center (TACC), the flight was assigned the mission of making simulated strafing and napalm attacks on a truck convoy in the Horns Summit area. The flight then descended through a large hole in the overcast to an altitude of 3000 feet and proceeded to the target area where the attack was commenced. After several simulated attacks, Lt (b) (6) (the number two man in the flight) reported the presence of aggressor troops in the near vicinity of the convoy and the flight leader cleared the flight to make simulated attacks on them. On the fourth attack Lt DAY's plane did not clear the hill (elevation 300 feet) centered in the target area but collided with the ground at the bottom of his pullout. Immediately after impact the aircraft started rapid disintegration, soared into the air and upon second impact burst into flames. During this time the aircraft, or parts from it, struck and killed two marines on the ground and seriously injured another. The major parts of the aircraft and debris continued on for some distance (approximately 1/4 mile) and came to rest at the positions shown in enclosure (11).

PART VI - Damage to Aircraft.

a. The aircraft sustained strike damage due to the high impact forces and subsequent fire. First contact with the ground was made by the retracted tail skag with the aircraft in a nose high, wings level attitude. The skag cut a furrow in the fairly hard packed soil for thirty-nine feet to a depth of three to five inches.

b. During this time the fuselage tail section was also in contact with the ground where small pieces of stringer and skin were torn from the underside of the aircraft.

c. The initial contact rotated the aircraft to a level or slightly nose down attitude for a subsequent impact which ruptured the fuel cells. It was assumed, but could not be definitely established, that the aircraft left the ground after this impact where it burst into flames.

d. Since the area immediately after the initial impact point was a firebreak and was bare of vegetation and the soil had been disturbed considerably by troops emplaced there, in most cases there was no way of distinguishing whether the ground marks were caused by troops or by the aircraft.

e. The aircraft hit slightly to the left of and parallel to the ridge line on approximately a ten degree upslope on a heading of 265° as indicated on enclosures (12) and (14). It continued on this approximate course throughout its deceleration. It appeared that there was a low order explosion accompanying the fire as parts of the fuel cells were found shredded at some distance on both sides of the deceleration path and small pieces of fuel cell stays were widely scattered over the area. It could not be

determined precisely where major disintegration of the aircraft occurred. The port wing, the remains of the fuselage, the seat (armed but had not fired) and tail section struck near the crest of a ridge running downward to the left and perpendicular to the deceleration path and tumbled over the crest into a ravine; the starboard wing continued on for some distance. The pilot's body separated from the seat and came to rest to the left of this wing. Beyond this point the engine struck the ground, and tumbled down the hill to the left of the deceleration path. The outer coating of the fuel cell was found later on along with the nose wheel strut, the ARC-27 and the aircraft battery.

PART VII - The Investigation.

a. The investigation revealed the following:

(1) Lt DAY's flight record follows:

(a) Total flight time	475.4
(b) Total F9F-2/5 time	190.1
(c) Total F9F-2/5 time last 90 days	87.2
(d) Total F9F-2/5 time last 30 days	43.0
(e) No record of previous accidents.	

(2) The weather at the time of the accident was reported by pilots to be broken clouds with bases at 3,500 feet indicated, visibility 15 miles or better. Pilots reports of the weather at the scene of the accident are considered to be accurate.

(3) The pilot had approximately six hours rest and sleep the previous night and had not consumed any alcoholic beverages during the evening. He had an adequate breakfast before the flight.

(4) The pilot was properly scheduled and briefed for this flight and had flown eight close air support flights since 1 November 1956.

(5) The flight was not controlled by any ground agency such as a forward air controller but was assigned to attack this target by the Tactical Air Control Center.

(6) Nothing was found in the record of the aircraft that had any bearing on the accident.

(b) (5)



PART VIII - The Analysis.

a. The pilot's flight record indicates that he was fully qualified to fly the mission assigned.

(b) (5)



c. The pilot was adequately rested and fed prior to the flight.

d. The flight up to the time of the accident was normal except for the previously mentioned low runs.

(b) (5)



f. On second or a subsequent impact at approximately 300 feet from first impact the aircraft exploded and continued on in the same direction.

g. At approximately 203 feet from point of impact the aircraft struck and killed two marines and seriously injured a third.

(b) (5)



PART IX - Conclusions and Recommendations.

(b) (5)

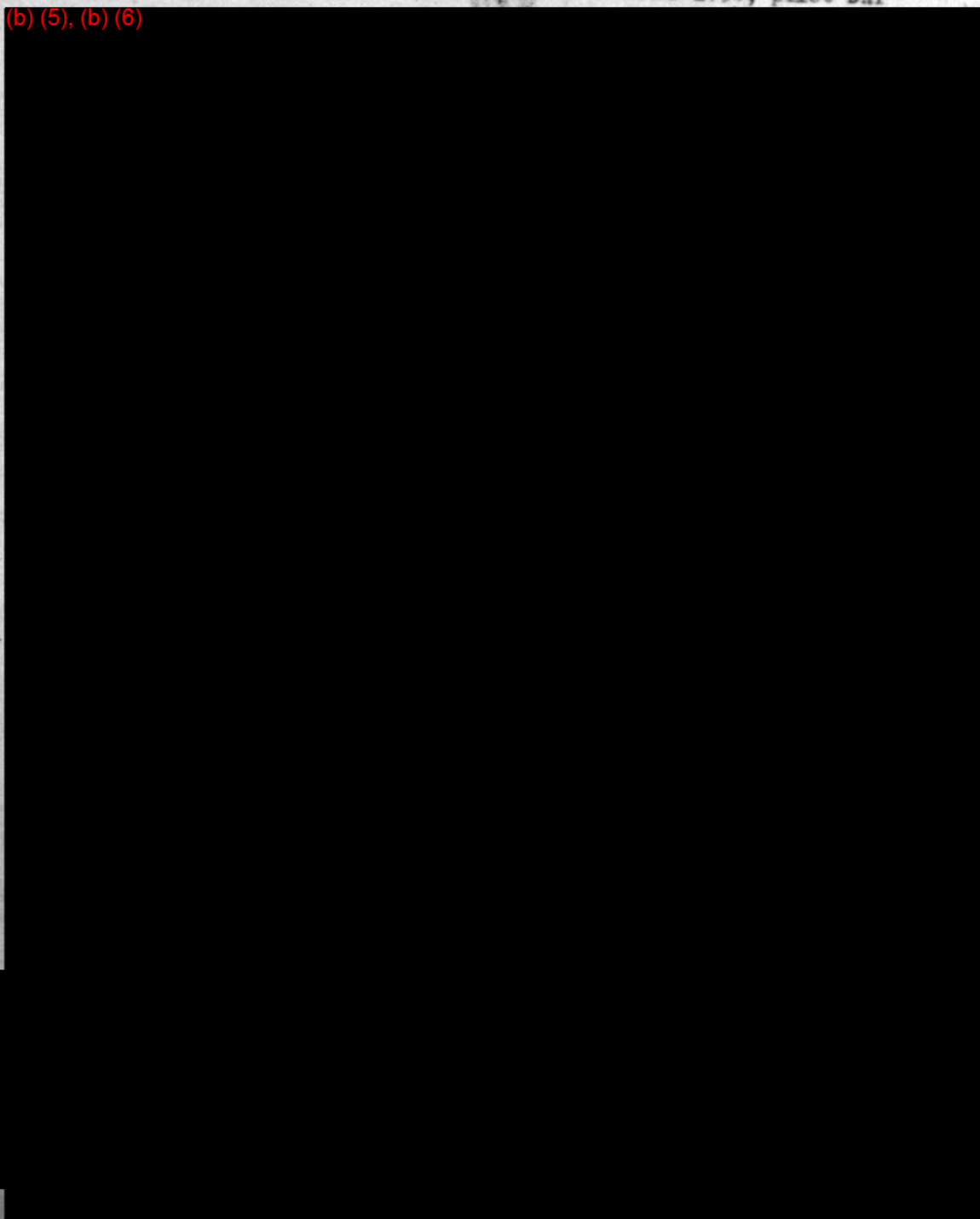


(b) (5)



Statement of First Lieutenant (b) (6) USMCR concerning
accident involving F9F-5, BuNo 129978, on 6 December 1956, pilot DAY

(b) (5), (b) (6)



ENCLOSURE (1) to WFF-311 AAR 4-56

(b) (5)



(b) (6)



The above is a true and credible
account of events as stated

(b) (6)

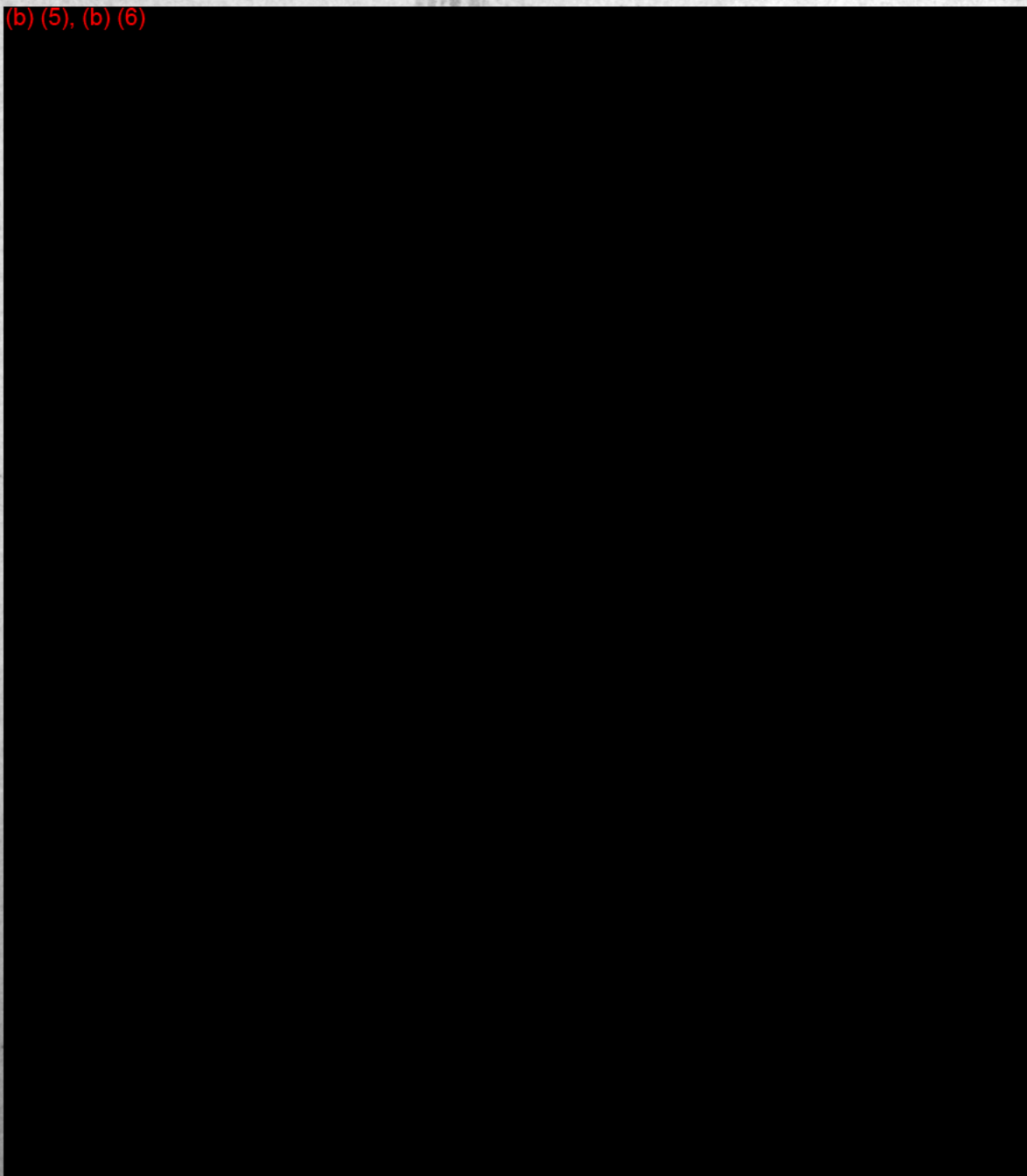


15

ENCLOSURE (1) to VMP-311 AAR 4-56


Statement of First Lieutenant (b) (6) USMCR
concerning accident involving F9F-5, BuNo 125996 on 6 December 1956,
pilot DAY

(b) (5), (b) (6)



ENCLOSURE (2) to WMP-311 AAR 4-56

(b) (5), (b) (6)



(b) (6)



The above is a true and credible
account of events as stated

(b) (6)



17

ENCLOSURE (2) to WMF-311 AAR 4-56

Statement of First Lieutenant (b) (6) USMC, concerning
accident involving F9F-5, BuNo 125996 on 6 December 1956, pilot DAY

(b) (5)



(b) (6)



Considered a true and credible
account of events as stated.

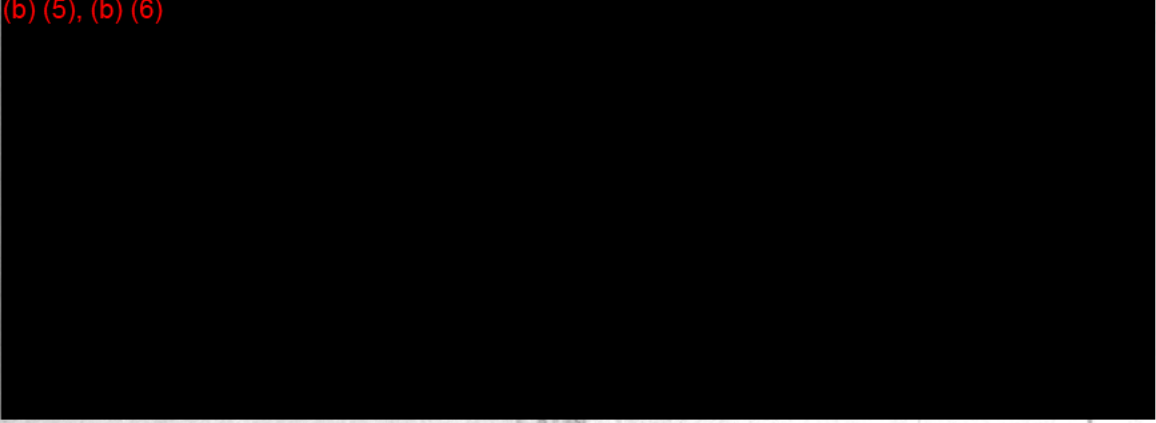
(b) (6)



18

Statement of Second Lieutenant (b) (6) USMCR, concerning
accident involving F9F-5, BuNo 125996 on 6 December 1956, pilot DAY

(b) (5), (b) (6)



/s/ (b) (6)



Considered a true and credible
account of events as stated

(b) (6)

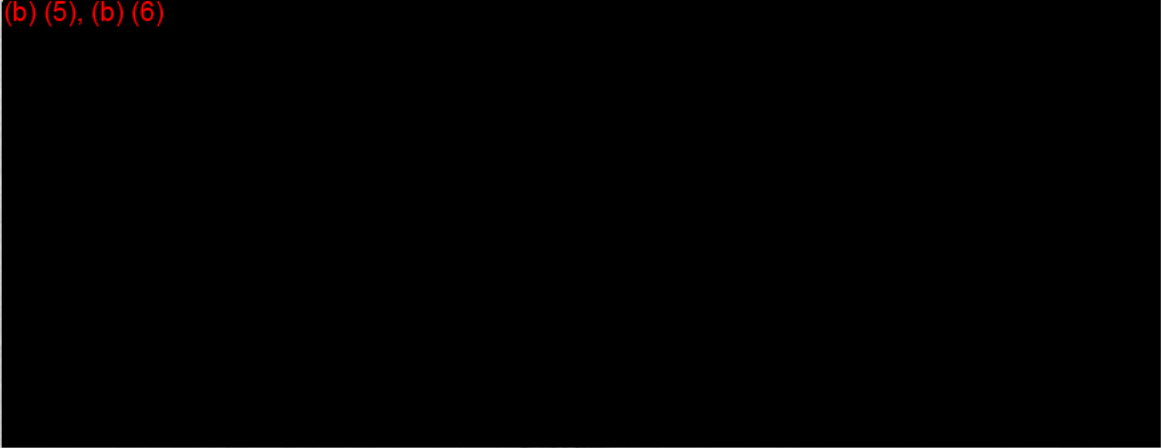


19

ENCLOSURE (4) to VMF-311 AAR 4-56

Statement of Staff Sergeant (b) (6) USMC, concerning
accident involving F9F-5, BuNo 125996 on 6 December 1956, pilot DAY

(b) (5), (b) (6)



(b) (6)



Considered a true and credible
account of events as stated

(b) (6)



20

Statement of Second Lieutenant (b) (6) USMCR concerning
accident involving F9F-5, BuNo 125996 on 6 December 1956, pilot DAY

(b) (5)



/s/ (b) (6)



Considered a true and credible
account of events as stated

(b) (6)



21

Statement of Staff Sergeant (b) (6) USMC concerning
accident involving F9F-5, BuNo 125996 on 6 December 1956, pilot DAY

(b) (5)



/s/ (b) (6)



Considered a true and credible
account of events as stated

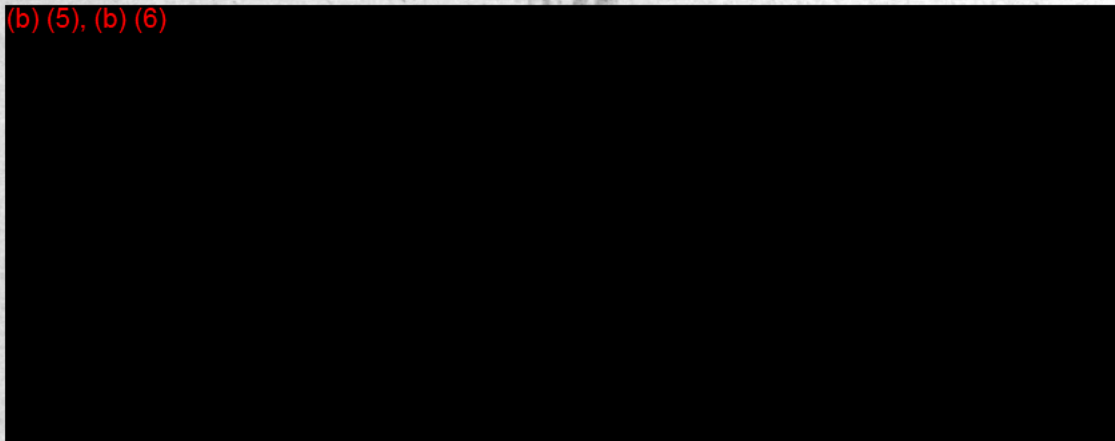
(b) (6)



22

Statement of HM3 (b) (6) USN concerning accident involving F9F-5
BuNo 125996 on 6 December 1956, pilot DAY

(b) (5), (b) (6)



(b) (6)



Considered a true and credible
account of events as stated.

(b) (6)



23

Statement of Technical Sergeant (b) (6) USMC
concerning accident involving F9F-8, BuNo 125996 on 6 December 1956,
pilot DAY

(b) (5)



/s/ (b) (6)

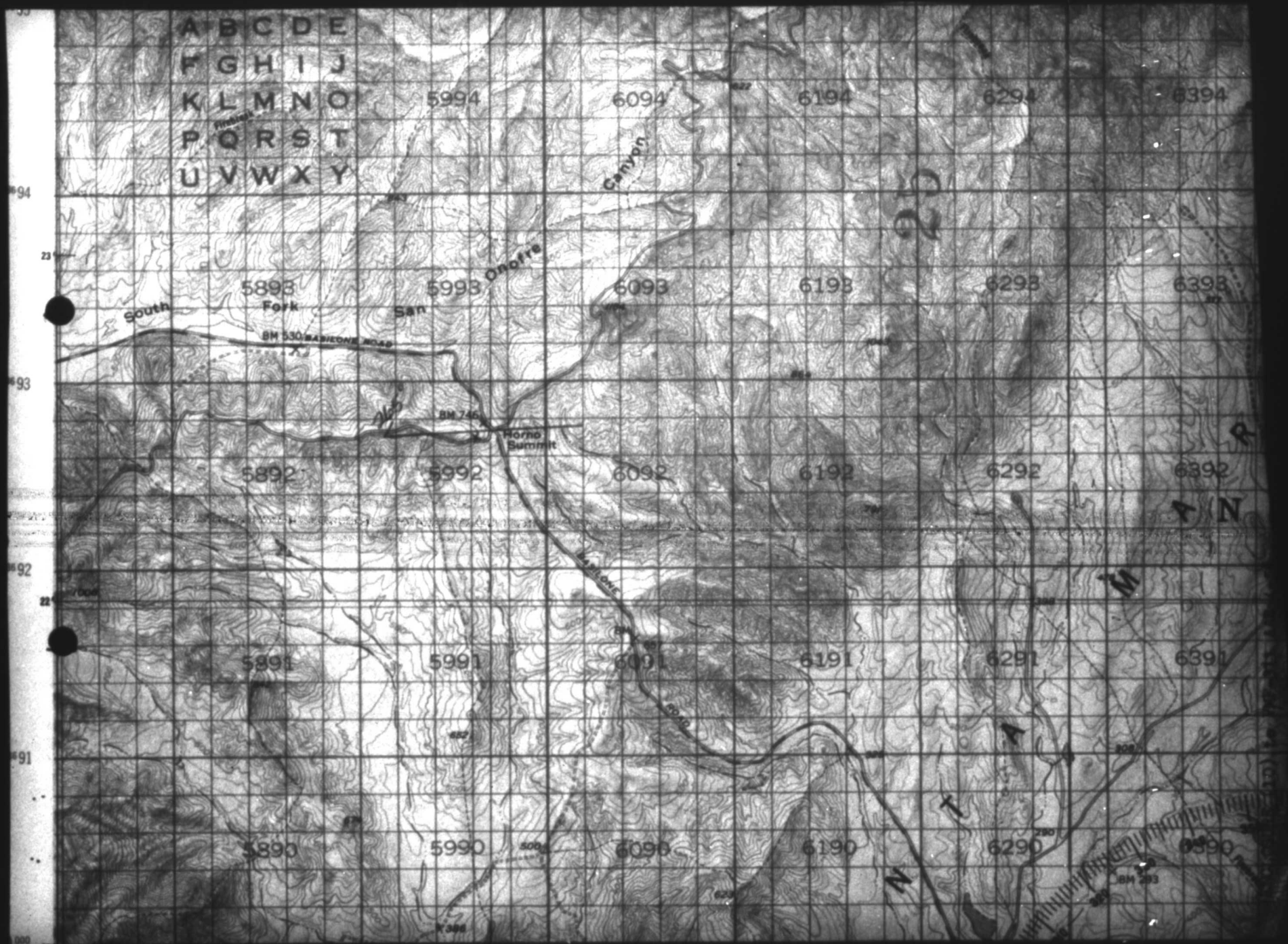


Considered a true and credible
account of events as stated.

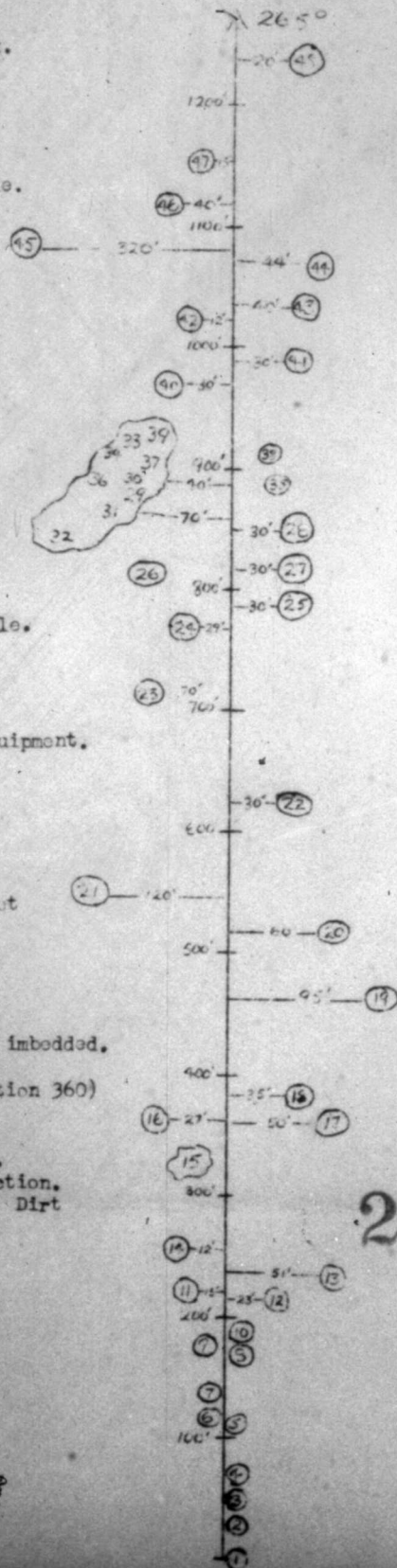
(b) (6)



24



48. Battery.
47. Access panel w/water injection tank.
46. Nose strut.
45. Engine.
44. ARC-27 & portion of fuel cell.
43. Armament control system panel.
42. Inverted flight reservoir.
41. Port inboard flap - Fuel cell baffle.
40. Tail shroud.
39. Starboard wing & landing gear.
38. ARG-30 (fire control).
37. Combustion chamber liners (2).
36. 20MM receiver.
35. Dive brake cylinder.
34. Pilot's body.
33. Engine accessories section and refrigeration unit.
32. Tail section.
31. Port wing & landing gear - O₂ Mask.
30. Ejection seat.
29. Major portion of cockpit.
28. Emergency landing gear air bottle.
27. 20MM gun (complete).
26. Lower portion of rudder assembly.
25. 20MM gun (complete).
24. Tip tank dump valve.
23. Piece of ARC-27 & hook release handle.
22. Left wing trailing edge fillet and front tank submerged pump housing.
21. ARA-25 (UHF ADF).
20. Portion of main fuel cell.
19. Fuselage tank section electrical equipment.
18. Starboard Mk 51 rack.
17. Top of nose shell.
16. Battery cover.
15. Canopy - glass scattered about.
14. Portion of main wheel door.
13. Portion of starboard fuselage, 3 feet in diameter (Station 131).
12. 20MM gun (Complete).
11. 20MM muzzle.
10. Nose wheel door hinge.
9. UHF Antennae tip.
8. Main landing gear door hinge deeply imbedded. Also part of arresting gear track.
7. Piece of fuselage tail section (Station 360)
6. Coder assembly tail section.
5. Piece of tail shroud.
4. Point where aircraft commenced skip.
3. Stringer assembly: Fuselage tail section.
2. Point of first contact with ground. Dirt pulverized 3 to 4 inches deep.
1. Bush broken 3 feet from ground.



DECELERATION PATH AND CRASH SKETCH

GENERAL INSTRUCTIONS

- This report shall be filed in the event of an aircraft accident/incident which involves one or more of the following:
Death
Injury
Ditching
Water Crash
Bail-out or Ejection (attempted or successful)
Wherever physiological or psychological factors are involved
Aircraft Ground Accidents resulting in serious injury
- Completion of the form shall be the responsibility of the flight surgeon.
- For type accident and damage code refer to OPNAV INSTRUCTION 3750.6A.
- This form shall be prepared in quadruplicate. One copy shall be turned over to the Aircraft Accident Board for the Survival and

Intelligence Officer in the case of combat incidents), and the original shall be air mailed (regular mail within 250 miles of Washington, D.C.) direct to Chief of Naval Operations (OP-57) Navy Department, Washington 25, D.C. within 4 working days following the accident. The third copy shall be mailed direct to Safety Equipment Branch, HUAEN, Navy Department, Washington 25, D.C. The fourth copy shall be forwarded direct via air mail (regular mail within 250 miles of Norfolk, Va.) to the U.S. Naval Aviation Safety Activity, Naval Air Station, Norfolk 11, Virginia. Where more than one aircraft is involved, separate forms must be completed for each aircraft wherein one or more of the requirements in paragraph 1. above are applicable. (Additional copies may be prepared for use of squadron flight surgeons and other interested individuals)

1. FROM (Ship or station address) USSA 21 York (Santa Ana), Cal.		2. SERIAL NO. 22-26		3. ACCIDENT OCCURRED (Give date and location) March 20, 1954, 10 mi NW of Santa Ana, California		4. TIME (Local) 0807		5. DATE 12-4-54	
6. PLANE COVERED BY THIS REPORT F2H-6		NO. NO. 128904		NO. OCCUPANTS 1		UNIT OPERATING AIRCRAFT VMP 311, NAS 33		TYPE ACCIDENT 2	
7. OTHER PLANE (if involved)		NO. NO.		NO. OCCUPANTS		UNIT OPERATING AIRCRAFT		DAMAGE	
8. NAME OF PILOT IN CONTROL OF AIRCRAFT AT TIME OF ACCIDENT/INCIDENT (Last, first, middle) RAY, David Lawrence									
UNIT PILOT ATTACHED TO VMP 311 NAS 33									
9. FLIGHT SURGEON'S CHECK LIST <input checked="" type="checkbox"/> ALL PARTS OF FORM COMPLETED <input type="checkbox"/> SURVIVORS' NARRATIVES <input type="checkbox"/> PHOTOS AS NEEDED <input type="checkbox"/> RECOMMENDATIONS <input type="checkbox"/> COPIES FURNISHED									
10. SIGNATURE (b) (6) LT DATE									
11. SIGNATURE (b) (6) LT DATE									
12. <input checked="" type="checkbox"/> AIRCRAFT ACCIDENT <input type="checkbox"/> AIRCRAFT INCIDENT <input type="checkbox"/> COMBAT INCIDENT <input type="checkbox"/> GROUND ACCIDENT									

13. ACCIDENT DESCRIPTION

INCLUDE HERE A PARAGRAPH GIVING A BRIEF BUT FACTUAL ACCOUNT DESCRIBING THE ACCIDENT/INCIDENT. INCLUDE SUCH CAUSES AS KNOWN, ESTIMATES OF "G" FORCES, ANGLES OF IMPACT, SPEED ON IMPACT, ATTITUDE ON IMPACT, ETC. ATTACH PHOTOGRAPHS WHEN PERTINENT.

See Attachment #1.

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14. PILOT FACTORS (Check pertinent pilot factors listed below)

	PILOT	CO-PILOT		PILOT	CO-PILOT
IN CONTROL AT TIME OF ACCIDENT/INCIDENT	1		HYPOXIA SUSPECTED	1	
AMOUNT OF FLIGHT TIME IN LAST 24 HOURS	4.7		CARBON MONOXIDE POISONING SUSPECTED	1	
NUMBER OF FLIGHTS IN LAST 24 HOURS	3		FAULTY VISION	1	
NUMBER HOURS DUTY IN LAST 24 HOURS	10		AEROEMBOLISM	1	
HOURS SINCE LAST FULL MEAL	2		BLACKOUT, GREYOUT, REDOUT	1	
TIME AT CONTROLS THIS FLIGHT	07 min		VERTIGO	1	
TOTAL FLIGHT TIME	474.8		NIGHT BLINDNESS	1	
TOTAL FLIGHT TIME IN MODEL	143.0		FATIGUE	1	
NUMBER PREVIOUS ACCIDENTS	0		DOMESTIC DIFFICULTIES	1	
DATE OF LAST ACCIDENT	0		UNFAMILIARITY IN TYPE AIRCRAFT	1	
NUMBER DAYS GROUND IN LAST MONTH	0		ANXIETY REACTION	1	
DATE LAST LOW PRESSURE INDOCTRINATION	1-25-54		LAST CER (date and score)	12-15-54 98	
AMOUNT SLEEP IN LAST 24 HOURS	8 hrs		OTHER PERTINENT FACTORS IN ACCIDENT (describe below)		

(b) (5)

SUMMARY OF SAFETY EQUIPMENT, INJURIES AND CAUSE

1. Use separate form for each person.
2. Under Injury Class, use following key:

Class "A" Fatal injury, is considered for reporting procedure as one that results in death prior to submission of the Aircraft Accident Report.
Class "B" Critical injury is considered for reporting procedure as injury which threatens to result in death either from injuries sustained in the accident or from complications thereof. Critical injuries resulting in death within 30 days shall be reported by letter to the original addressee.
Class "C" Serious injury is considered for reporting procedure as injury less than critical but definitely requiring five or more days hospitalization involving medical treatment but from which the individual will be expected to recover. Unexpected critical conditions or complications erroneously listed in this category which result in death within 30 days shall be reported by letter to the original addressee.
Class "D" Minor injury is considered for reporting procedure as any injury less than serious.
Class "E" No injury.
Class "F" Unknown injury - lost and presumed drowned.
Class "G" Unknown injury - missing.
3. Under disposition, use following key:
"I" - Injured
"G" - grounded
"R" - treated and returned to duty
"H" - hospitalized
"T" - remains recovered
"D" - remains not recovered

DIRECTIONS

Class "A" Fatal injury, is considered for reporting procedure as one that results in death prior to submission of the Aircraft Accident Report.
Class "B" Critical injury is considered for reporting procedure as injury which threatens to result in death either from injuries sustained in the accident or from complications thereof. Critical injuries resulting in death within 30 days shall be reported by letter to the original addressee.
Class "C" Serious injury is considered for reporting procedure as injury less than critical but definitely requiring five or more days hospitalization involving medical treatment but from which the individual will be expected to recover. Unexpected critical conditions or complications erroneously listed in this category which result in death within 30 days shall be reported by letter to the original addressee.
Class "D" Minor injury is considered for reporting procedure as any injury less than serious.
Class "E" No injury.
Class "F" Unknown injury - lost and presumed drowned.
Class "G" Unknown injury - missing.
3. Under disposition, use following key:
"I" - Injured
"G" - grounded
"R" - treated and returned to duty
"H" - hospitalized
"T" - remains recovered
"D" - remains not recovered

1. NAME RAY, David Lawrence	2. FILE NO. (b) (6)	3. RANK/RATE 1LTJG	4. AGE 28	5. WEIGHT 170	6. HEIGHT 71"
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7. DUTY ABOARD PLANE, ON DECK/GROUND Filed	8. POSITION OCCUPIED AT TIME OF ACCIDENT Co-pilot	9. INJURY CLASS A	10. DISPOSITION I
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11. SAFETY EQUIPMENT	MODEL/TYPE	AVAILABLE	USED	NOT USED	DAMAGED	LOST	WAS OXYGEN BEING USED AT TIME OF ACCIDENT	YES	NO
SHOULDER HARNESS	3-37-3-0704 HAF	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
LAP BELT	3-37-3-0704 HAF	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
INERTIA REEL	3-37-3-0704 HAF	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
"G" SUIT	3-37-3-0704 HAF	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
HELMET	3-37-3-0704 HAF	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
OXYGEN MASK	Air Force 7-8	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
GOGGLES	A12A-10-2000	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
SHOES (type)	Air Force Flight	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
FLIGHT SUIT, OTHER THAN "G" (type)	Flight	X	X					<input checked="" type="checkbox"/>	<input type="checkbox"/>
EXPOSURE SUIT (type)	None							<input type="checkbox"/>	<input type="checkbox"/>
OTHER (specify)	None							<input type="checkbox"/>	<input type="checkbox"/>

12. COMMENT ON EFFECTIVENESS (Entries of "No," "None," "as designed," etc., will not be accepted. If any equipment failed, describe failure and probable cause). Use additional sheet, if necessary.

See Attachment 2B

IN CASE OF BURNS, FREEZING, OR FROSTBITE, LIST ALL CLOTHING WORN. USE ADDITIONAL SHEET, IF NECESSARY.

None were of a singeing nature only.

13. POST CRASH EXAMINATION

IF DEAD, LIST PRIMARY CAUSE (multiple extrem, so state) Multiple, extrem	INTERNAL INJURIES
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AUTOPSY FINDINGS, IF PERFORMED Not performed	IF HOSPITALIZED, GIVE DIAGNOSIS	PLACE
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ESTIMATED LENGTH OF HOSPITALIZATION None	LIST PRE-EXISTING PHYSICAL DEFECTS PRESENT AT TIME OF POST CRASH EXAMINATION (see condition permits)
--	--

CARBON MONOXIDE-NAME COND TEST-RESULTS Not performed	
--	--

IF GROUNDED, REASON	ESTIMATED LENGTH OF GROUNDING
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(b) (6)

MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENT VNF 311 Ser 25-56
ADDENDUM #1

Page 1, Item 13

LT DAY took off Mojave, California at 0710 with two other F9F-5's on a routine close air support hop, one plane cancelled out. They climbed to 25,000 feet and proceeded to the Camp Pendleton area arriving about 0730. They contacted the air controller and were beginning the actual CAS at about 0750. LT DAY was in the third plane in the circular pattern. They made a number of runs when LT DAY, falling slightly behind the second plane began to shorten the radius of his pattern making it necessary for him to execute more radical turns and maneuvers. The others continued in the original pattern and had made approximately nine passes when the crash occurred at 0807. There was radio contact between the flight leader and LT DAY just several passes prior to the crash and no difficulty whatsoever was reported by the latter.

(b) (5)



MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENT WHF 311 Ser 25-56
ADDENDUM #2

Page 2, Item 12

The shoulder harness and lap belt were singed but not actually significantly damaged. The lap belt (automatic) had been activated. (The pilot was separated from the ejection seat, it did not fire, though thrown from the aircraft).

The "G" suit and summer flying suit were torn from portions of the pilot's extremities, otherwise fairly intact.

The helmet was blown from the pilot's head, but hardly scratched except the visor was broken off.

The oxygen mask was blown from the pilot's face and singed.

The left shoe was on the foot and was undamaged. The right shoe was split down the lateral side and off the foot.

The gloves were either rolled down or curled down due to heat as they were severely singed. The right glove was on the hand, the left off.

MEDICAL OFFICER'S REPORT OF AIRCRAFT ACCIDENT WAF 311 Ser 25-56
ADDENDUM #3

Page 2, Item 15

(b) (6)





ENCLOSURE (12) to VMF-311 MAR 4-56

Approach to point of impact looking East.

⊗ Denotes initial point of impact.



ENCLOSURE (13) to VMP-311 AAR 4-56

Approach to point of impact looking West.

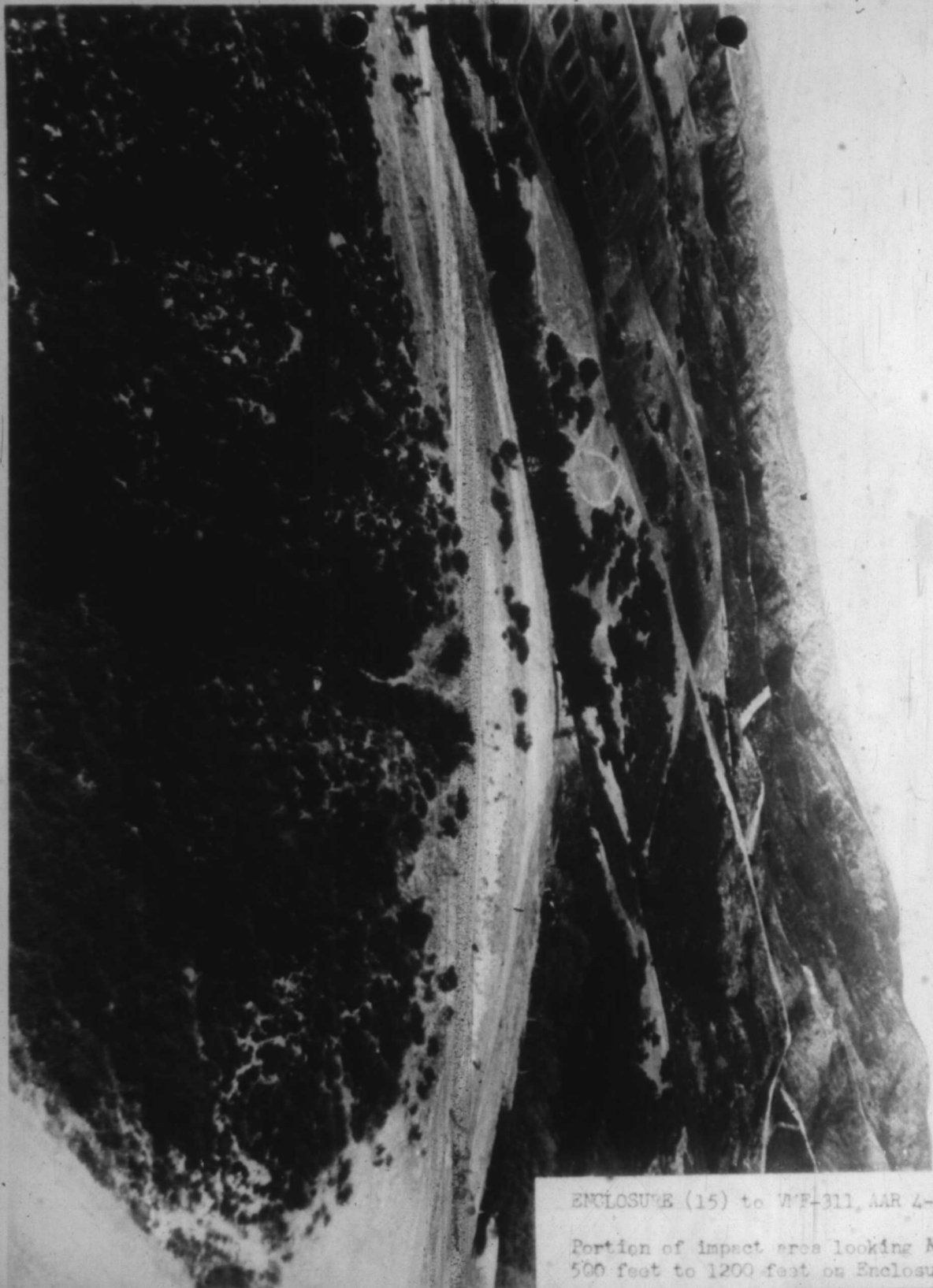
⊗ Denotes initial point of impact.



ENCLOSURE (14) to WFF-311 AAR 4-56

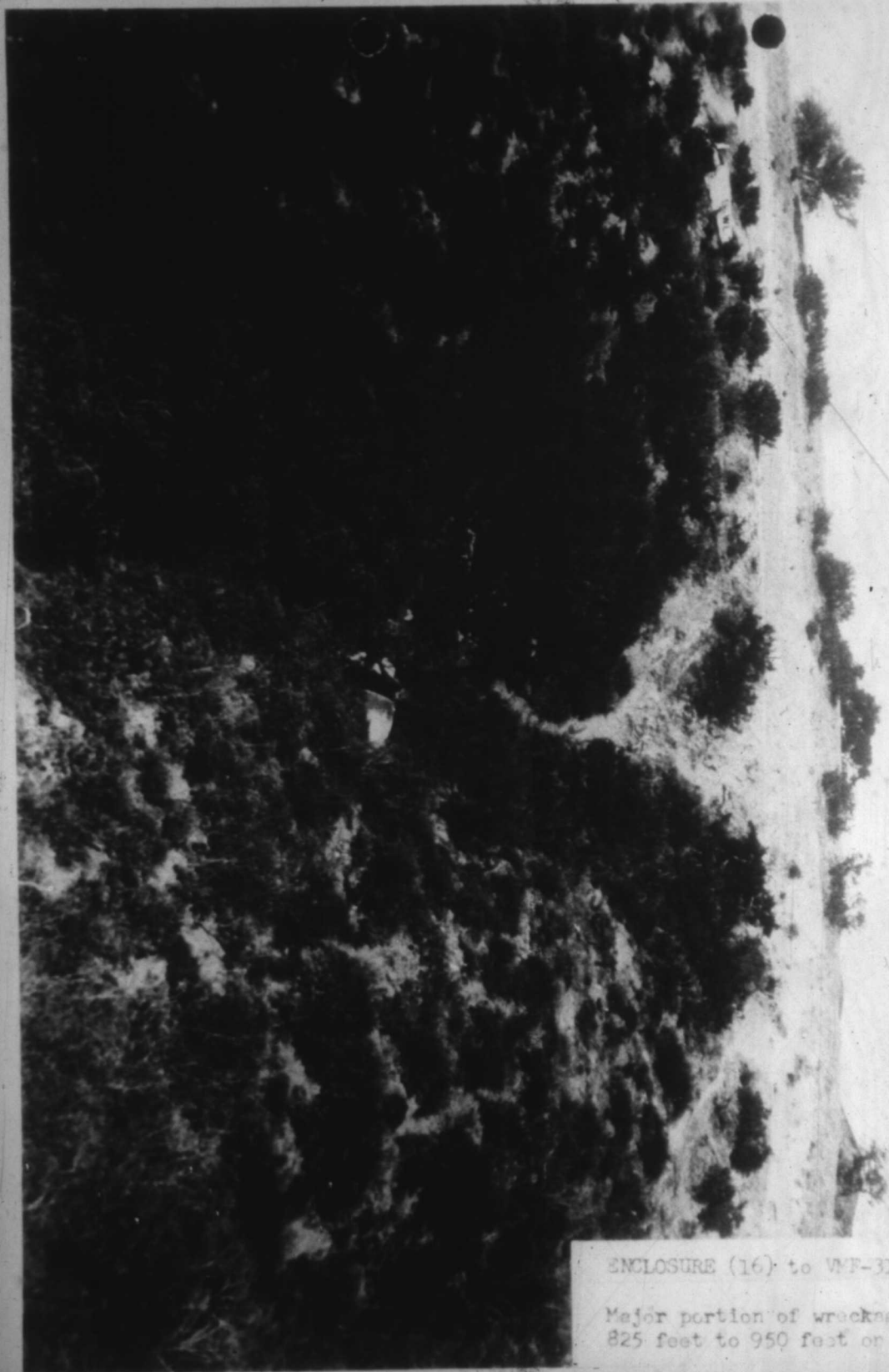
Impact area looking West

- ⊖ Denotes initial point of impact.
- ⊗ Denotes beginning of burned area.



ENCLOSURE (15) to WFF-311, AAR 4-56

Portion of impact area looking North.
500 feet to 1200 feet on Enclosure (11)



ENCLOSURE (16) to WFF-311 AAR 4-56

Major portion of wreckage looking North.
825 feet to 950 feet on Enclosure (11)



ENCLOSURE (17) to WFF-311 AAR 4-56

Ridgeline of hill looking ESE.
Covering 500 feet to 1200 feet on Encl (11).